Kapahulu

Traffic Calming Final Report
Honolulu, Hawaii

Mayor Jeremy Harris

City and County of Honolulu Department of Transportation Services

January 2002

Prepared by:
R.M. Towill Corporation &
Walkable Communities, Inc.

Project Leadership:

Mayor Jeremy Harris

Councilmembers:
Dr. Duke Bainum

Romy Cachola
John DeSoto
John Henry Felix
Steve Holmes
Ann Kobayashi
Rene Mansho
Gary Okino
Jon Yoshimura

Department of Transportation Services
Cheryl Soon, Director
George "Keoki" Miyamoto, Deputy Director
Paul Won, P.E., Chief Engineer
Darin Mar, P.E., Project Engineer

R. M. Towill Corporation
Jimmy Yamamoto, P.E., Project Manager
Kevin Mendes, P.E.
Alan Fujimori, ASLA
Harrison Rue
Cameron Lowry
Sherri Hiraoka

Walkable Communities, Inc.
Dan Burden, Director
Michael Wallwork, P.E., Principal Engineer

Table of Contents

This report was prepared for the Honolulu Department of Transportation Services by R. M Towill Corp. and Walkable Communities, Inc. For more information on details found in this report contact the DTS Traffic Calming Program, (808) 527-5016. Walkable Communities, Inc. provides a helpful website at www.walkable.org.

Introduction

People speed and cut through neighborhoods for a variety of reasons. Most neighborhood streets built in the past fifty years are designed for higher speeds (30-40 mph), much in excess of the posted 25 mph speed limit that is more appropriate for residential streets. In addition to this, many of our land uses are scattered and result in families making an average of 10 trips a day, increasing the traffic on our streets at any given time. Many motorists are late for events and try to make up time on our roadways, so cutting through residential neighborhoods to avoid congestion and speeding on major arteries have become commonplace. We, as motorists, all contribute to the conditions on our roadways through these practices.

This report describes the Kapahulu community's efforts to address traffic concerns and inappropriate motorist behavior, especially to improve quality of life within the Kapahulu neighborhood. The focus of this effort is the area between Kapahulu Avenue, Diamond Head Road, Alohea Avenue, Mooheau Avenue, and Paki Avenue. Neighborhood residents should understand that traffic problems are typically generated from within the neighborhood itself. Therefore, community involvement and commitment to more livable streets is at the heart of any viable solution.

Six Step Process

Step 1
Kapahulu was selected by the City as an area that would benefit from traffic calming. For many years, residents have expressed their concerns about speeding and safety. Now, residents are willing to be involved in the problem-solving process.

Step 2
R.M. Towill staff, together with the University of Hawai'i Department of Urban and Regional Planning, gathered traffic volume and crash records and mapped the data using Geographic Information Systems (GIS). This created a baseline of information for the Traffic Calming Team, and helped to focus the products of the workshop on key concerns.

Step 3
The Traffic Calming Team was oriented to the neighborhood through a walking audit and site inspection. This process was complemented by personal exchange with area residents, photos, and a windshield audit of all principal streets in the neighborhood. The team measured street widths, estimated block lengths, observed motorists' behaviors, conducted interviews, gathered available maps and generated new ones.

Step 4
The neighborhood hosted a community traffic calming charrette on Tuesday, April 17, 2001, at the Jefferson Elementary School Cafeteria. Residents discussed concerns and were introduced to the principles of traffic calming and the variety of tools at their disposal. The residents then created a prioritized list of the traffic issues they wished to address and worked in design groups to suggest potential solutions to problem areas.

Step 5
Based on the suggestions from the charrette, the engineering team developed a system-wide set of solutions to the speeding and volume concerns, prepared conceptual drawings for specific locations, and selected tools for enhanced illustrated drawings. The concepts were reviewed with Department of Transportation Services staff and prepared for public presentation.

Step 6
The Kapahulu neighborhood hosted a final workshop on Thursday, June 13, 2001. Residents were presented with a system-wide map and conceptual drawings for the recommended traffic calming treatments. Comments were received and incorporated into the final version of this report, which include the final conceptual design map, and recommend implementation priorities.